SFOBB MAINTENANCE COMPLEX PROJECT

REPLACE AND RECONSTRUCT EXISTING MAINTENANCE FACILITIES LOCATED AT THE SAN FRANCISCO – OAKLAND BAY BRIDGE (SFOBB) TOLL PLAZA AREA

ALAMEDA COUNTY, CALIFORNIA
04 – Ala – 80 L 5733

EA # 014000

FOCUSED INITIAL STUDY

Prepared by the
State of California
Department of Transportation

October 2005

Caltrans

GENERAL INFORMATION ABOUT THIS DOCUMENT

What's in this document:

The Department of Transportation (Department) has prepared this Focused Initial Study, which examines the potential environmental impacts of this proposed project located in Alameda County, California. The document describes why the project is being proposed, the existing environment that could be affected by the project, the potential impacts of this proposal, and the proposed avoidance, minimization and/or mitigation measures.

What you should do:

- Please read this Focused Initial Study. Additional copies of this document as well as the technical studies are available for review at the following locations:

Caltrans District 4 111 Grand Avenue Oakland, CA 94623	Bay Area Toll Authority 101 Eighth Street Oakland, CA 94067	Oakland Main Library 125 14th Street Oakland, CA 94612

- We welcome your comments. If you have any comments regarding the proposed project, please send your comments to the Department by the deadline of November 30, 2005.

  - Submit your comments via postal mail to:

    Caltrans District 4
    Office of Environmental Analysis
    Attention: Ed Pang or Frances Maroni
    111 Grand Avenue
    Oakland, CA 94623

What happens next:

After comments are received from the public and reviewing agencies, the Department may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, the Department could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Individuals who require documents in alternative formats are asked to contact the Caltrans District 4 Public Information Center at (510) 286-4444. TDD users may contact the California Relay Service TDD line at 711.

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

This project proposes to replace and reconstruct the existing maintenance facilities located at the San Francisco – Oakland Bay Bridge (SFOBB) Toll Plaza area. The maintenance complex currently occupies two non-contiguous parcels. Most of the facilities are located in the median area between the Interstate 80 westbound and eastbound traffic lanes at the SFOBB Toll Plaza. The remaining facilities are located on the parcel immediately south of the eastbound lanes and north of Burma Road. The proposed project will reconstruct and relocate the the existing maintenance facilities to the parcel along Burma Road, with the exception of the Toll Service Operations, which will remain in the median area.

The scope of work includes the removal of existing buildings, many of which were damaged during the 1989 Loma Prieta Earthquake, and construction of up to eight new buildings to replace the deteriorating buildings and upgrade the facility to improve operations. One of the existing buildings which has been evaluated and determined eligible for listing on the National Register of Historic Places, the historic Interurban Electric Railway Bridge Yard Shop (IERBYS), will be rehabilitated to the Secretary of Interior's Standards for the Treatment of Historic Properties. Also included are aesthetics improvements such as landscape planting and screening of the median and roadway corridor in the toll plaza area, and construction of the maintenance loop road and parking areas within the Maintenance Complex.

Determination

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is the Department's intent to adopt a ND for this proposed work. This does not mean the department's decision regarding this work is final. This ND is subject to modification based on comments received by interested agencies and the public.

It could be argued that this project meets the criteria for a categorical exemption. Nevertheless, the Department has prepared a Focused Initial Study for this work and pending public review, expects to determine from this study that the project will not have a significant effect on the environment for the following reasons:

1. This project is compatible with local, regional, and state land use planning and will not induce growth in the area.
2. There will be no noise or air quality effects nor will there be any change in the rate of use of any natural resource.
3. There will be no significant effect on soil and/or groundwater.
4. The proposed work will have no effect on fish and wildlife.
5. There will be no significant effect to vegetation, aesthetics or scenic resources.
6. The potential for geologic or seismic hazards will not be increased by this activity.
7. The project does not affect Farmland or Timberland.
8. No historic or archaeological sites or structures of architectural or engineering significance will be adversely affected. Rehabilitation of the one historical structure will have no significantly adverse effect because it will be in accordance with the Secretary of the Interior's Standards for Rehabilitating Historic Buildings.

_____ _____

SUSAN CHANG Date
Deputy District Director
District 04 Division of Environmental Planning and Engineering
California Department of Transportation

SFOBB MAINTENANCE COMPLEX PROJECT

TO REPLACE AND RECONSTRUCT EXISTING MAINTENANCE FACILITIES
LOCATED AT THE SAN FRANCISCO – OAKLAND BAY BRIDGE (SFOBB)
TOLL PLAZA AREA

Proposed Negative Declaration

and

Focused Initial Study

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

10/20/05
Date of Approval

Robert L. Gross, Chief
Office of Environmental Analysis
California Department of
Transportation – District 04

SUMMARY

The California Department of Transportation (Department) proposes to replace and reconstruct the existing maintenance facilities located at the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza area in Oakland, California. The existing SFOBB Maintenance Complex is located in two separate areas of the Toll Plaza. The Tow/Electrical Sub Shop and the Toll Operation Building are located in the median of the toll plaza area. The remainder of the complex consists of a series of buildings, structures, and installations located south of the eastbound lanes of Interstate 80 in the toll plaza area and north of Burma Road and the Port of Oakland. The complex includes personnel offices, equipment storage areas, a garage, a crew activation station, a repair yard, and surface parking.

The most prominent building in this complex is the historic Interurban Electric Railway Bridge Yard Shop (IERBYS) building which is located immediately adjacent to the eastbound lands of I-80 and is visible from the Toll Plaza and Burma Road.

The scope of work includes rehabilitation of the (IERBYS) building, removal of the existing Tow/Electrical Sub Shop, the Toll Operations Building, and all sheds, trailers and other buildings and structures on the site. Eight new buildings will be constructed to replace the deteriorating buildings and to upgrade the aged and outdated facility. The new buildings will be for Tow Service, Bridge Maintenance, Electrical Sub Shop, Paint Maintenance, Fuel Island/Wash Rack, Field Office, Maintenance Equipment Storage, and Training Center.

The project also includes aesthetics improvements such as landscape planting and screening of the median and roadway corridor in the toll plaza area, and construction of a maintenance loop road and parking areas within the Maintenance Complex.

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CHAPTER 1 – PROPOSED PROJECT

1.1 Purpose and Need

The California Department of Transportation (Department) proposes to replace and reconstruct the existing maintenance facilities located at the San Francisco – Oakland Bay Bridge (SFOBB) Toll Plaza area. This project is needed to meet the expanding operational requirements of the SFOBB toll collection and maintenance operations, to address the fire, seismic, and regulatory code deficiencies of the existing complex, and to improve operational response efficiency in the SFOBB traffic corridor. The proposed improvements will be designed to be compatible with the Gateway Park concept proposed by the City of Oakland and with the SFOBB East Span Replacement Project, currently under construction.

1.2 Project Description

The project is to replace and reconstruct the existing maintenance facilities located at the San Francisco – Oakland Bay Bridge (SFOBB) Toll Plaza area. The maintenance complex currently occupies two non-contiguous parcels. Some of the facilities are located in the median area between the Interstate 80 westbound and eastbound traffic lanes at the SFOBB Toll Plaza area. The remaining facilities are located on the parcel immediately south of the eastbound lanes and north of Burma Road. The proposed project will reconstruct and relocate the existing maintenance facilities to the parcel along Burma Road, with the exception of the Toll Service Operations, which will remain in the median area.

The scope of work includes the removal of existing buildings, many of which were damaged during the 1989 Loma Prieta Earthquake, and construction of up to eight new buildings to replace the deteriorating buildings and upgrade the facility to improve operations. One of the existing buildings which has been evaluated and determined eligible for listing on the National Register of Historic Places, the historic Interurban Electric Railway Bridge Yard Shop (IERBYS), will be rehabilitated to the Secretary of Interior's Standards for the Treatment of Historic Properties. Also included are aesthetics improvements such as, landscape planting and screening of the median and roadway corridor in the toll plaza area, retention ponds to intercept storm water, and construction of the maintenance loop road and parking areas within the Maintenance Complex.

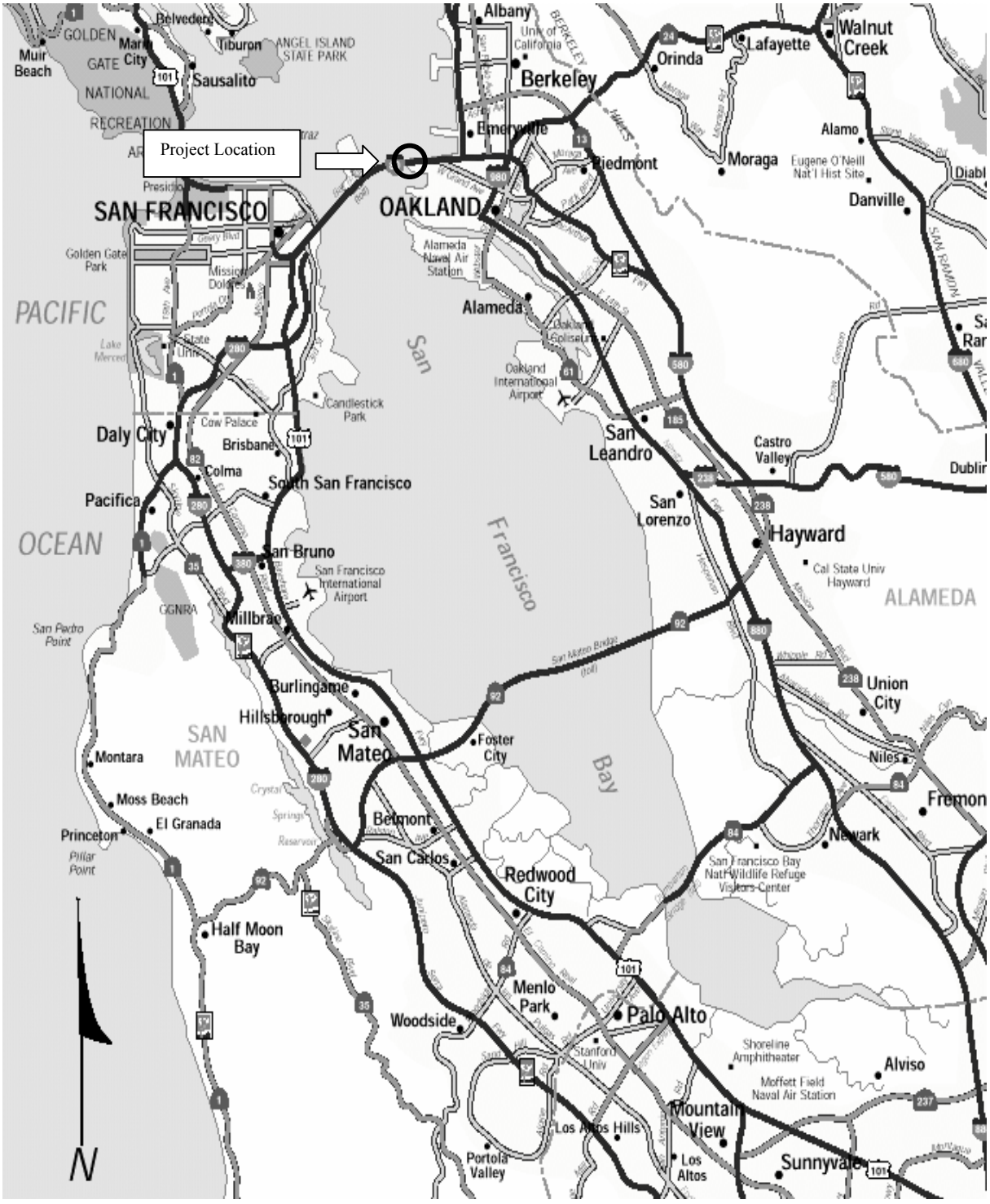

FIGURE 1: PROJECT VICINITY

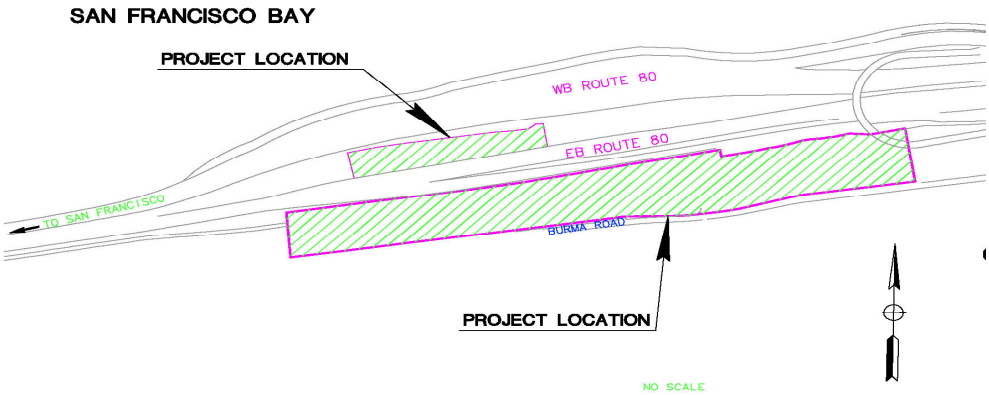

FIGURE 2: PROJECT LOCATION

1.3 No Build Alternative

The No Build Alternative is to “do nothing” or to “not” replace, rehabilitate, or reconstruct any part of this necessary maintenance facility. This Alternative will not address the identified purpose and need, which is to meet the expanding operational requirements of the SFOBB toll collection and maintenance, staff personnel, as well as to address the fire, seismic, and regulatory code deficiencies of the existing complex. Under the No Build Alternative, the IERBYS building would be rendered unusable without critial structural retrofitting.

1.4 Permits and Approvals Needed

The following permits, reviews, and approvals are expected to be applicable or required for project construction:

Agency	Permit/Approval	Status
State Water Resources Control Board (SWRCB)	NPDES general permit No. CA S000002 and CA S0000003	Existing Statewide Permit
California Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification or waiver from the California Water Quality Control Board	Request to be submitted during the Design/PS&E Phase

CHAPTER 2 - AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION &/OR MITIGATION MEASURES

As part of the scoping and environmental analysis conducted for the project, the potential impact to the IERBYS building appears to be the only potential environmental effect of this project and therefore, the only relevant topic discussed below in the Cultural Resources Section. There are either no effects or no potential for adverse impacts to other resources and therefore this document is a Focused Initial Study, which "focuses" or only discusses the potential impact to the IERBYS building. Other areas of public interest and concern such as water quality and hazardous waste are included and briefly discussed.

2.1 Human and Physical Environment

The following environmental resources were considered but no potential for adverse impacts to these resources was identified. Consequently, there is no further discussion regarding these resources in this document.

- Land use/Growth
- Farmlands & Timberlands
- Community Impacts/Utilities & Emergency Services
- Traffic & Transportation/ Pedestrian and Bicycle Facilities
- Visual Aesthetics
- Geology/Soils/Seismic/Topography
- Paleontology
- Air Quality
- Noise
- Biological Resources

2.1.1 Water Quality and Storm Water Run-Off

Construction of this project will result in approximately 9.4 hectares (23.3 acres) of soil disturbance. However, it is anticipated that a reduction in impervious area of approximately 2.5 ha (6.1 ac) may be achieved by the replacment of currently paved areas with landscaping.

Groundwater

Groundwater may be encountered due to the vicinity of the project to San Francisco Bay. Soil and groundwater contamination is anticipated in the project area due simply to it's historical use as a maintenance facility.

Ground water will be tested for potential contamination as a part of the Hazardous Waste Site Investigation for the project. During the detailed site investigation conducted in the vicinity of this project, groundwater samples were collected from various locations where encountering groundwater would be expected in excavations. Analysis of the samples resulted in the detection of low concentrations of heavy metals and petroleum hydrocarbons. The petroleum hydrocarbon concentrations were greater than the effluent limitations specified in Regional Board General NPDES permit for discharge of treated groundwater from fuel leak cleanup sites.

Proper handling and disposal of the ground water will be based on the levels of contaminants reported in the Site Investigation Report.

Avoidance, Minimization, and Mitigation Measures

In accordance with NPDES permits (CA S000002 and CA S0000003) issued to the Department, Best Management Practices (BMPs) will be incorporated to reduce the discharge of pollutants during construction as well as to reduce the discharge of pollutants on a more permanent basis, to the Maximum Extent Practicable (MEP).

Given that the anticipated soil disturbance is greater than 0.4 hectares (1 acre), a Storm Water Pollution prevention Plan (SWPPP) would be developed during construction. This dynamic document will address the deployment of various erosion and water pollution control measures that are required, commensurate with the levels of construction activities.

There is a current project to construct storm water treatment measures in compliance with the Regional Water Quality Control Board's (RWQCB) waste discharge requirements for the SFOBB East Span Project. This includes two detention and bio-retention basins to remove pollutants in highway runoff, from a shed area of approximately 143 acres, extending from Powell Street in Emeryville, to the metering lights west of the SFOBB toll plaza, prior to discharge into the San Francisco Bay.–

2.1.2 Hazardous Waste/Materials

An Initial Site Assessment (ISA) consisting of records review, interviews, and site reconnaissance, was performed to evaluate historical and present land uses that could have resulted in hazardous waste contamination to the site. The site is not listed on the Cortese List as a hazardous waste site. During performance of the ISA, it was determined that several Preliminary Site Investigations (PSI) had been conducted for various other projects, which confirmed site contamination. The following potential as well as identified environmental conditions were reported:

- Existing lead-contaminated soil at various locations across the project site, including the vicinity of the IERBYS building, the western storage area (former IERBYS railroad yard and lead-based paint abrasive blasting area), and freeway shoulder areas;

- Existing petroleum-contaminated soil at various locations across the project site, including the vicinity of the IERBYS building, the western storage area, and the former Key System railroad yard (Port of Oakland);

- Potential petroleum contamination near the former oil building and scale, as well as, the existing fuel and equipment storage areas;

- Potential dielectric fluid contamination associated with electrical transformers at the IERBYS building;

- Potential groundwater contamination from various petroleum contamination sources related to railroad and highway maintenance operations; and

- Existing lead-based paint coatings and asbestos-containing building materials in the IERBYS building, Tow Services/Electrical Shop, and Toll Administration buildings.

Avoidance, Minimization, and Mitigation Measures

Since the contamination is widespread, avoidance is not possible. However, minimization of direct exposure for construction workers and future site workers can be achieved by limiting excavation depths for structural foundations and other miscellaneous features and also, by covering or topping certain locations with pavement for parking and storage areas.

Prior to final design of the maintenance complex, a detailed site investigation will be conducted to determine the extent of contamination. Removal of materials that are deemed a potential hazard to humans or the environment will be included in the design plans. Confirmed contamination will be disclosed to the construction workers so that appropriate health and safety training and protective measures can be implemented. All contaminated soil, groundwater and demolition debris containing asbestos or lead-based coatings that are discharged from the site will be handled in conformance with all federal, state, and local laws and regulations.

2.2 Cultural Resources

In compliance with CEQA and PRC §5024, the Historical Resources Compliance Report (HRCR) was prepared as part of the evaluation of potential impacts the proposed project may have on possible historic properties within the Project Area Limits, which is the proposed project footprint of the Maintenance Complex.

This area has been evaluated in previous studies, and all of the existing buildings and structures within the Toll Plaza area have been evaluated for National Register of Historic Places (NRHP) eligibility. The only building found eligible for listing was the IERBYS building, under Criteria A and C at the local level, as a rare surviving element of the electric railway system and for its International style architecture. With a period of significance from 1938-1940, the IERBYS building historic property boundaries were defined as the building itself. SHPO concurred with this finding on October 5, 1990. The IERBYS Building has been previously included in the Master List of Historical Resources for the State of California.

Avoidance, Minimization, and Mitigation Measures

Pursuant to PRC §5024, the IERBYS building will be rehabilitated in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, using the *Standards for Rehabilitation*.

Rehabilitation and retrofit of the IERBYS Building in accordance with the *Standards for Rehabilitation*, and the proposed new construction on the Maintenance Complex site will not diminish nor affect the historic building's character-defining features which make the historic building eligible for the National Register. Thus, the Department has concluded that the project will have No Adverse Effect on the IERBYS Building under PRC §5024. Under CEQA, the

Department has also determined that a Finding of No Substantial Adverse Change − Rehabilitation is appropriate for this project.

The Department has received concurrence from SHPO with the HRCR finding of No Adverse Effect for the IERBYS Building for the SFOBB Maintenance Complex Project. Pending any future changes to the project, consultation with SHPO and SHBSB is complete.

Chapter 3 – COMMENTS AND COORDINATION

Coordination with appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation for this project has been accomplished through a variety of formal and informal coordination meetings, discussions, and report submittals, etc. These efforts to fully identify, address and resolve project-related issues through early and continuing coordination are summarized in the following section.

3.1 Consultation and Coordination with Public Agencies

- State Historical Building Safety Board (SHBSB): initial submittal of draft HRCR (to Tom Winter, Executive Director) at a meeting in May 2005 where concerns were raised regarding appropriate application of the 2001 California Building Code (CBC). Structural Retrofit strategy subsequently revised to apply the California Historical Buildings Code (CHBC) and development of a non-invasive plan for foundation testing. Based on these revisions, prior concerns were adequately addressed and there was concurrence that the proposed retrofit and rehabilitation plan met the intent of the CHBC.

- State Historical Preservation Officer (SHPO): final HRCR submittal to SHPO for review and comment on June 14, 2005. SHPO provided concurrence on July 11, 2005 in the Finding of No Adverse Effect on the IERBYS building. This is based on the building rehabilitation being consistent with the Secretary of Interiors' Standards for the Treatment of Historic Properties – Standards for Rehabilitation and also that the proposed new construction will not diminish nor affect the qualities and features which make the historic building eligible for the National Register.

- California Regional Water Quality Control Board (RWQCB): The proposed project is covered under the Department' existing statewide NPDES permit # CA S000002 and # CA S000003.

3.2 Public Participation

The public will have the opportunity to review and comment on this Focused Initial Study. The review period is anticipated to be from November 7, 2005 through December 7, 2005.

Chapter 4 - LIST OF PREPARERS

The following CalTrans District 04 staff prepared or helped prepare this Focused Initial Study:

Kimberly Brimmer, Environmental Planner - Generalist, Office of Environmental Analysis.

Alicia Langford, Associate Environmental Planner - Architectural History, Office of Cultural Resource Studies.

Trang Hoang, Transportation Engineer, Office of Water Quality - Storm Water Coordination.

Ed Pang, Senior Environmental Planner, Office of Environmental Analysis.

Elizabeth Krase, Senior Environmental Planner, Office of Cultural Resource Studies.

Charles Smith, Senior Transportation Engineer, Office of Environmental Engineering.

Analette Ochoa, District 4 Storm Water Coordinator, Office of Water Quality - Storm Water Coordination.

An Nguyen, Project Engineer, Office of Design South - Special Projects.

Nidal Tuqan, Project Manager, (Office of Program/Project Management)

Chapter 5 - Distribution List

The following governmental and resource agencies have been provided a copy of this Focused Initial Study for their review and comment:

Alameda Contra County Transit District (AC Transit)
1600 Franklin Street
Oakland, CA 94612

Alameda County Congestion Management Agency (ACCMA)
1333 Broadway Suite 220
Oakland, CA 94612

BAY AREA RAPID TRANSIT
800 Madison Street
OAKLAND, CA 94607

CITY of OAKLAND
Office of the Mayor
1 Frank Ogawa Plaza 3rd Floor
OAKLAND, CA 94612

CITY of OAKLAND
Oakland City Council
1 Frank Ogawa Plaza 2nd Floor
OAKLAND, CA 94612

CITY of OAKLAND
Planning and Zoning
250 Frank Ogawa Plaza
OAKLAND, CA 94612

East Bay Regional Parks Department
2950 Peralta Oaks Court
P.O. Box 5381
Oakland, CA 94605-0381

East Bay Municipal Utility District
375 Eleventh Street
Oakland, CA 94607-4240

Oakland Base Reuse Authority (OBRA)
700 Murmansk Street, Suite 3
Oakland, CA 94607-5009

Port of Oakland
530 Water Street
Oakland, CA 94607

Appendix A

CEQA Environmental Significance Checklist

The following checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. The CEQA impact levels include potentially significant impacts, less than significant impacts with mitigation, less than significant impacts, and no impacts.

In most cases, background studies performed in connection with the project indicate no impacts. A “no impact” reflects this determination. Any needed discussion is included in the body of the document.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	X
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	X
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	X
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	X	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	X
ii) Strong seismic ground shaking?	☐	☐	☐	X
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	X
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X
VII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	☐	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X
XI. NOISE –				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?				
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
XVI. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

Appendix B

List of Technical Studies

Historical Resources Compliance Report (HRCR) Rehabilitation of the IERBYS building to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). Prepared by Caltrans, Office of Cultural Resource Studies, May 2005.

Water Quality Report Route 80 SFOBB Toll Plaza: Upgrade Maintenance Facility. Prepared by Caltrans, Office of Water Quality – Storm Water Coordination, May 2005.